

PHILIPPINE CIVIL AFFAIRS.

The report of the chief of the Bureau of Insular Affairs for the past year has just gone to press, and contains much interesting matter relative to the administration of civil affairs in the Philippines.

The work of establishing civil government may now be said to be accomplished. Within a period of four years, dating from the arrival of the Taft Philippine Commission in Manila, the whole framework of the present government has been erected, and the work was rendered the more difficult because the ground had to be cleared of the wreck of the old Spanish colonial system, that was no foreign to American ideas of government.

The first three years may be called the period of construction, while the past year was the period of trial that witnessed the complete operation of the new machinery of government, and the results of the whole have been most satisfactory.

Attention is called to the legislation that the Commission recommends to Congress and which is embodied in a bill now pending in the Senate, it having passed the House at the last session. The most important subject is a material reduction of the present tariff rates on Philippine sugar and tobacco. The Philippines practically lost the Spanish market by the transfer of sovereignty to the United States, and naturally look to the latter country to take their surplus products. This tariff reduction can be made without injury to any American industry, and it is strongly urged by the Secretary of War.

The currency system of the Islands has been entirely changed. The former money in circulation, consisting of Mexican, Spanish, Spanish-Pipino, and other silver coins, has been withdrawn from circulation, much of it received and the new Philippine currency, as provided by Congress, substituted therefor. Accounts are now kept only in the new currency, and this change from a silver to a gold basis, from a constantly fluctuating to a stable and fixed rate of exchange was accomplished without any disturbance to business, and has elicited the admiration of financiers everywhere. It is the opinion of Colonel Edwards that much of the business depression of which the Philippines have complained, was due to the fluctuating rate of exchange, and his opinion is supported by the following cablegram from Governor Wright under date of October 20, 1904:

"The gold standard is an established fact, and now meets the approval of the entire public. Business conditions much improved."

The negotiations for the purchase of the Friar lands, which has been pending, or rather anticipated ever since American occupation, has been carried to a successful issue, part of the purchase price having been paid and the remainder is in hand ready to be paid. Four per cent bonds were issued in order to secure funds for the purchasing, or rather, anticipated ever since advertisement, at a premium that makes the net rate to the Islands only about 3 per cent per annum.

The Philippine tariff, approved by Congress on March 8, 1902, having developed some irregularities, has been revised, and the proposed revision has been given to the public with the request for suggestions and recommendations, and it is suggested that the Commission be granted authority to make future changes in the same as necessity therefor arises.

The report reviews the work connected with the Philippine exhibit at the Louisiana Purchase Exposition at St. Louis, and the visit of the honorary commission of distinguished Filipinos to this country, the object of both being to acquaint this country with the resources of the Islands and the Philippines with the institutions of this country.

Exhaustive tables are given of the commerce of the Islands, both in the way of exports and imports, and immigration statistics are also given.

The subject of consular and international shipping laws and regulations are reviewed, and the importance of providing means whereby the Islands may develop a railway system adequate to their needs are dealt with briefly but clearly.

To all those who are interested in this effort of the Government to administer the Philippines for the benefit of the Filipinos, the report as a whole can not but be of interest. — Commercial News.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service, and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTH-WESTERN RAILWAY from SEATTLE as hitherto, by the Steamers of the NORTH-PACIFIC COAST COY., BOSTON STEAMSHIP and TOWNSHIP COYS., OCEAN S.S. COY. and CHINA MUTUAL S.S. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, May 20, 1904.

GRIMALT'S SYRUP OF HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMALT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimalt's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimalt's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMALT & Co., Paris. Sold in all Countries.

For Sale by A.R. Watson & Co., Chemists.

CARBONIC ACID
in iron drums.
ALWAYS IN STOCK AT MODERATE PRICES.
Special Arrangements for Season-Contracts.
GROSSMANN & Co.

MR. CHUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
Enlargements a Special Feature.
BRANCH: HONGKONG HOTEL CORRIDOR.
1887

I. NAKAZAWA,
No. 7, D'AGUIAR STREET.
JAPANESE CURIOS STORE.
JUST Arrived a New Shipment of Artistic J. Postal XMAS and NEW YEAR'S CARDS and a Varied Assortment of XMAS PRESENTS. An Inspection is Earnestly Solicited. PRICES VERY MODERATE.
Hongkong, October 22, 1904. 1894

KWONG TY CHEONG,
Late of No. 47, QUEEN'S ROAD CENTRAL.
CHINESE & JAPANESE CURIOS DEALER.
PRICES VERY MODERATE.
8, D'AGUIAR STREET HONGKONG.
Hongkong, October 20, 1904. 1888

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.
OCEAN MAIL OFFICE.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail-steamers sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Jan. 14	P. & O. Malta	London	Feb. 13	
" 19	G. M. S. Roon	Bremen	" 28	
" 24	M. M. Australia	London	Feb. 22	
" 29	P. & O. Coronado	London	" 28	
Feb. 11	G. M. S. Bayern	Hamburg	March 4	
" 16	P. & O. Simla	London	" 14	
" 21	G. M. S. Zieten	Bremen	" 28	
" 26	P. & O. Chusan	London	April 1	

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
Jan. 25	O.P.R. Tartar	Vancouver	Feb. 18
Feb. 8	do. Empress of India	do.	Mar. 1
Feb. 15	do. Empress of Japan	do.	" 8
Feb. 22	do. Athenian	do.	" 15
" 29	do. Empress of China	do.	" 22
April 19	do. Empress of India	do.	May 10
" 26	do. Tartar	do.	" 27
May 10	do. Empress of Japan	do.	June 1
" 24	do. Athenian	do.	" 14

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
Jan. 13	O. & O. Coptic	San Francisco	Feb. 10
Feb. 24	P.M.S. Siberia	do.	Mar. 21
" 28	do. Mongolia	do.	" 25
" 28	do. China	do.	" 28
March 11	do. Manchuria	do.	April 8
March 24	O. & O. Korea	do.	" 21
April 4	do. Coptic	do.	May 2

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
Jan. 20	O. N. Taiyuan	Sydney	Feb. 12
Feb. 23	N. D. L. Prinz Waldemar	do.	Mar. 1
Feb. 28	E. & A. Empire	do.	" 5
Mar. 11	O. N. Taiwan	do.	" 28
Mar. 18	N. D. L. Prinz Sigismund	do.	" 28
" 26	E. & A. Eastern	do.	" 28
April 5	do. Australian	do.	April 26
" 17	N. D. L. Prinz Waldemar	do.	May 10
May 3	E. & A. Empire	do.	" 24
" 29	N. D. L. Prinz Sigismund	do.	June 21

Intimations.

A. S. WATSON & CO., LIMITED.
ESTABLISHED 1841.
AERATED WATER MANUFACTURERS.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned. Orders for Aerated Waters should be addressed to
A. S. WATSON & CO., LIMITED,
Aerated Water Manufactory,
Des Vaux Road Central.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.50
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.85
Lemon Squash	1.85
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, December 28, 1904. 2810

THE VICTORIA DISPENSARY.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned. Orders for Aerated Waters should be addressed to
THE VICTORIA DISPENSARY,
Des Vaux Road Central.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.50
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.85
Lemon Squash	1.85
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, December 28, 1904. 2820

WATKINS, LIMITED.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be allowed for Waters and Bottles, and full credit will be allowed for empties when returned. Orders for Aerated Waters should be addressed to
WATKINS, LIMITED,
Des Vaux Road Central.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.50
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.85
Lemon Squash	1.85
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, December 28, 1904. 2821

STEAM TO CANTON.

THE new Twin Screw Steel Steamer, **KWONG CHOW**,
1,300 tons. Captain J. P. MARTIN.
KWONG TUNG.
1,238 tons. Captain H. W. WALKER.
Leave HONGKONG for CANTON at 9 Every Evening (Sundays excepted).
Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).
These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.
Passage Fare—Single Journey—\$4.00
Meals \$1.00 each.
The Company's Wharf is a short distance West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.
Hongkong, November 3, 1904. 31

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18, MACDONNELL ROAD.
Under European Management.
Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 87

BOARD AND RESIDENCE.

'KILLADOON.'
ON North Spur of MORRISON HILL, 151, WANCHAI ROAD—Light Airy and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.
For Terms, apply on the Premises, to
Mrs G. S. WEBB.
Hongkong, July 20, 1904. 133

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.
(Opposite Connaught House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Mrs WATLING, Proprietress.
Hongkong, July 27, 1904. 1374

THE 'WAVERLEY.'
NO. 34, QUEEN'S ROAD CENTRAL (Opposite the Post Office).
First-class Boarding Establishment.
Large Airy Well-furnished Rooms.
Table d'Hôte at Separate Tables. Cuisine under the direct supervision of the Proprietress.
Moderate Terms.
Hongkong, December 5, 1904. 2193

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	despatch-vessel	1700	12	900	Comdr. Richard M. Harbord	Hongkong
Albatross	batship, 1st class	12,500	42	13,500	Captain Sydney R. Fremantle	Hongkong
Albatross	crusier, 1st class	10,000	16	14,000	Comdr. R. Nugent	Hongkong
Albatross	crusier, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Wahaiwei
Albatross	gunboat, 1st class	710	6	1300	Capt. R. N. O'Malley	Hongkong
Albatross	gunboat, 1st class	710	6	1300	Lieut. Comd. O. M. Makins	Hongkong
Albatross	batship, 1st class	10,000	14	13,000	Lieut. Comd. T. D. Pratt	Hongkong
Albatross	crusier, 1st class	12,000	14	21,000	Captain Pagan	Singapore
Albatross	water tank and tug	390	—	370	Captain Henry M. Tudor	Hongkong
Albatross	torpedo boat destroyer	1070	10	1400	Comdr. Ernest Barton	Singapore
Albatross	torpedo boat destroyer	390	—	370	Lieut. Comd. Asner	Singapore
Albatross	batship, 1st class	12,500	16	13,500	Comdr. P. V. Lewis, D.S.O.	Hongkong
Albatross	crusier, 1st class	12,000	14	21,000	Captain Hon. Walter G. Stopford	Hongkong
Albatross	torpedo boat destroyer	275	—	400	Reserve	Wahaiwei
Albatross	torpedo boat destroyer	275	—	400	Reserve	Wahaiwei
Albatross	crusier, 1st class	12,000	14	21,000	Captain Shortland	Mina Bay
Albatross	crusier, 2nd class	1841	—	800	Lieut. Comd. P. M. Risdora	Hongkong
Albatross	crusier, 2nd class	3800	17	8000	Captain W. E. Rankner	Mina Bay
Albatross	torpedo boat destroyer	280	—	380	Lieut. Comd. A. Gregory	Wahaiwei
Albatross	river gunboat	180	2	800	Lt. Comd. O. P. Metcalfe	Hongkong
Albatross	batship, 1st class	12,500	16	13,500	Captain T. G. Groat	Mina Bay
Albatross	torpedo boat destroyer	380	—	6300	Reserve	Hongkong
Albatross	crusier	1015	6	1400	Comdr. John Nicholas	Hongkong
Albatross	surveying-vessel	85	2	240	Comdr. C. B. Munro	Wahaiwei
Albatross	river gunboat	85	2	240	Lt. Comd. R. E. Vaughan	Singapore
Albatross	crusier	980	6	1400	Comdr. Vivian	Wahaiwei
Albatross	crusier, 2nd class	3600	8	8000	Lt. Comd. H. T. Atty	Shanghai
Albatross	river gunboat	85	2	240	Capt. C. H. H. Moore	Yangtze
Albatross	torpedo boat destroyer	280	—	6500	Lt. Comd. Davidson	Hongkong
Albatross	receiving ship	450	6	600	Lieut. Comd. Crawford	Hongkong
Albatross	river gunboat	180	2	800	Lt. Comd. J. V. Dugmore	Singapore
Albatross	crusier, 2nd class	3400	8	9000	Capt. J. A. O. Wilkinson	Hongkong
Albatross	crusier	360	3	200	Lieut. Comd. R. H. Kest	Singapore
Albatross	batship, 1st class	12,500	16	13,500	Capt. Leslie Stuart, C.M.G.	Hongkong
Albatross	crusier	980	6	1400	Comdr. S. St. John Farquhar	Hongkong
Albatross	torpedo boat destroyer	350	—	6300	Reserve	Hongkong
Albatross	surveying ship	420	—	460	Comdr. Ernest C. Hardy	Hongkong
Albatross	torpedo boat destroyer	280	—	600	In Reserve	Upper Yangtze
Albatross	river gunboat	150	2	500	Lieut. Comd. C. W. Wrightson	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Aspern	Austro-Hungarian cruiser	2437	23	7300	Capt. Friedrich Grunzenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	23	8000	Captain Mirl	Shanghai
Achéron	French armoured gunboat	1796	10	1700	Comdr. Lafarriere	Salgon
Albatross	French gunboat	300	7	400	Lieut. A. Varney	Salgon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Aspie	French gunboat	475	—	480	Lieut. Morize	Salgon
Avallancha	French gunboat	140	3	150	—	Haiphong
Bengali	French gunboat	580	6	400	—	Salgon
Bengali	French cruiser	3740	23	9000	Capt. Lefevre	Salgon
Cassiope	French gunboat	140	3	150	—	Haiphong
Châteauneuf	French cruiser	5018	18	17,000	Captain V. Poidier	Woussing
Comete	French gunboat	625	4	438	Commander Lonel	Haiphong
Decade	French gunboat	490	10	800	Commander L'Est	Salgon
D'Assas	French cruiser	4000	31	9500	—	Salgon
Esco	French gunboat	350	7	303	Lieut. Jehonne	Haiphong
Frederic	French destroyer	3476	56	20,200	—	Shanghai
Guédon	French gunboat	307	7	390	Lieut. Comdr. Beaussant	Haiphong
Henri Riviere	French gunboat	1250	12	1250	Comdr. Le Gollor	Shanghai
Javeline	French gunboat	3700	19	19,800	Captain Gao	Haiphong
Rensart	French gunboat	330	7	300	Lieut. de Yvan Prat	Haiphong
Montaigne	French torpedo-boat	350	—	300	Capt. Hous	Yangtze
Orsay	French gunboat	4015	27	2500	Comdr. Sennes	Hongay
Pastel	French torpedo-boat	350	7	390	Lieut. de Woorth	Haiphong
Pistole	French cruiser	9437	10	6071	Capt. Vincet	Salgon
Redoutable	French cruiser	17208	10	20,000	Captain Guibartan	Shanghai
Stry	French gunboat	623	2	800	Lieut. Holgue	Yangtze
Surprise	French gunboat	6160	23	4560	Captain Blonda	Along Bay
Taklang	French gunboat	123	7	500	Lieut. Claret	Canton
Vigilante	French gunboat	1857	15	2800	Comdr. Huss	Hongkong
Bussard	German cruiser	11,000	36	14,000	Captain Pross	Shanghai
Geier	German cruiser	1776	15	2800	Comdr. von Studnitz	Shanghai
Hansa	German cruiser	6230	34	10,000	Cape. Weber	Shanghai
Hertha	German cruiser	5500	37	10,000	Capt. Baron Schimmelmann	Singapore
Ilia	German gunboat	1093	10	1300	Comdr. Baron von M. Hülssen	Nankin
Ida	German gunboat	950	10	1200	Comdr. Willbrandt	Shanghai
Luchs	German gunboat	850	13	1344	Comdr. Kroeck	Hongkong
Möwe	German gunboat	1006	8	875	Comdr. von Grumbkow	Manila
Seeadler	German cruiser	1640	10	2800	Comdr. Persios	Shanghai
Tascher	German cruiser	2460	24	3900	Capt. Volz	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Deibeling	Shanghai
Tingtau	German gunboat	170	5	1300	Comdr. Giebler	Canton
Vorwarte	German gunboat	—	3	500	Lieut. Schief	Shanghai
Elba	Italian cruiser	2300	10	7472	Captain Borea Rinal	Shanghai
Marco Polo	Italian cruiser	3600	—	—	Capt. Presbitero	Shanghai
Fuggia	Italian cruiser	2438	29	7000	Capt. Pescetto	Shanghai
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Antas Ribeiro	Hongkong
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Hongkong
Alout	Russian gunboat	519	6	750	Comdr. Guint-r	Vladivostok
Amur	Russian cruiser	2300	5	4700	Comdr. Grunzshchikoff	Port Arthur
Albatross	Russian cruiser	6000	27	24,000	Capt. Reitzenschein	Port Arthur
Bayan	Russian cruiser	7500	10	16,500	—	Port Arthur
Robor	Russian gunboat	1050	8	1150	Comdr. Erjckovitch	—
Bogatzky	Russian cruiser	6549	12	19,000	—	Salgon
Diana	Russian gunboat	6731	6	8000	—	Port Arthur
Dighlitz	Russian gunboat	1465	3	1700	Capt. Nasanowsky	Port Arthur
Gromobol	Russian gunboat	500	9	3500	Comdr. Yonoff	—
Gullak	Russian gunboat	1480	6	2000	Comdr. Zagarsky	Vladivostok
Gromobol	Russian cruiser	12,384	44	14,000	Captain Jensen	—
Gullak	Russian gunboat	1000	6	1000	Comdr. Shumoff	Shanghai
Montjoir	Russian gunboat	1224	7	1600	Commander Crown	Shanghai
Novik	Russian gunboat	3000	6	17,000	—	Port Arthur
Orskoy	Russian gunboat	1490	6	2000	Comdr. Vasiloff	—
Peresviet	Russian battleship	12,674	15	14,500	Captain Koroleff	Damaged
Potopavlovsk	Russian battleship	10,360	16	10,000	Captain Jakovlev	Port Arthur
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zatsarskoff	Port Arthur
Poltava	Russian battleship	10,360	16	10,000	Captain Seroff	Port Arthur
Rasbomyr	Russian cruiser	1384	10	1750	Comdr. Liven	Port Arthur
Rositsa	Russian battleship	12,902	16	16,000	—	Vladivostok
Rurik	Russian protected cruiser	12,300	68	17,000	Captain Seipalennoff	Port Arthur
Svetlana	Russian protected cruiser	10,823	26	13,200	Capt. Mannevisch	Port Arthur
Svetlana	Russian battleship	10,260	16	10,300	Capt. Serebrennikoff	Port Arthur
Vesnik	Russian cruiser	850	2	1125	Lieut. G. A. Wrocl	Port Arthur
Zabiyka	Russian gunboat	500	0	1300	Comdr. Zagarsky-Russel	Port Arthur
Zabiyka	Russian cruiser	1230	16	1199	Comdr. Abraszoff	Port Arthur
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1900	12	1287	Capt. Robers	Shanghai
Annabridge	U. S. torpedo-boat destroyer	420	—	8000	Lieut. G. Williams	Manila
Baltimore	U. S. cruiser	4008	—	—	Capt. Sargant	Hongkong
Bary	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Calico	U. S. gunboat	218	10	600	Lieut. Dimaker	Hongkong
Chansey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Joseph	Manila
Cincinnati	U. S. cruiser	3243	19	7500	Comdr. Hago Oberhaus	Chafco
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Manila
Deale	U. S. gunboat	420	7	8000	Idat. A. W. Knox	Shanghai
Helena	U. S. gunboat	560	10	6000	2d. Comdr. J. Hood	Shanghai
Memphick	U. S. gunboat	1392	8	1988	Comdr. P. E. Saryer	Manila
Monterey	U. S. monitors	3990	6	3000	Captain Mahan	Shanghai
Monterey	U. S. monitors	4084	4	2844	Comdr. J. R. Milben	Cavite
New Orleans	U. S. cruiser	3438	29	7000	Commander G. B. Harbo	Manila
Oregon	U. S. cruiser	10,285	45	14,111	Captain Burwell	Shanghai
Panama	U. S. gunboat	301	3	250	Ensign J. E. Bass	Manila
Paragua	U. S. gunboat	211	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	—	Capt. J. B. Collins	Manila
Raleigh	U. S. cruiser	3215	18	7600	Comdr. Marshall	Shanghai
Sacramento	U. S. cruiser	4068	27	9013	Captain Verr	Manila
Vicksburg	U. S. cruiser	1000	14	1115	Commander Marshall	Shanghai
Wilmington	U. S. gunboat	847	3	500	Lieut. H. A. Wiley	Shanghai
Wiscousin	U. S. gunboat	1397	8	1894	Commander A. W. Doid	Manila
Wisconsin	U. S. flagship	12,000	60	12,608	Captain Clover	Shanghai

TANSAN
NATURAL MINERAL WATER
BOTTLED AT THE SPRINGS
AT TAKARADZKA
BY
J. CLIFFORD-WILKINSON,
KOBE, JAPAN.

Per Case of 48 Bottles..... \$6.50
Per Case of 100 Bottles..... \$8.00

A N invigorating Sparkling Tonic Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in laetude and debility so common throughout the East.

Its digestive properties in Gout, Dyspepsia, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

'NIWO'

A NATURAL
MEDICINAL WATER.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which property commends its use before any other Mineral Laxative.

FOR CONSTIPATION. Take a tumbler hot half-an-hour before rising.

FOR GOUT. Take half a tumbler full half-an-hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCE. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

\$ 9 00 a case of 48 Quarts.
2 50 a Dozen Bottles.

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents for Hongkong.
Hongkong, January 3, 1905.

WM. POWELL,
LIMITED.

ALEXANDRA
BUILDINGS.

FURNISHING
DEPARTMENT:

NEWEST DESIGNS IN

Winter Curtains,
Upholstering
Tapestries,

Velvets and
Plushes.

CARPETS,
CARPETS,
CARPETS.

WILTON, BRUSSELS,
KIDDERMINSTER,
AXMINSTER AND
TAPESTRY.

WILLIAM POWELL,
LIMITED,
HONGKONG.

GIN
IN THE COLONY.
D. C. L.
OLD TOM
AND
DRY.
\$8.50 PER DOZEN.
H. PRICE & CO.,
12, Queen's Road Central,
SOLE AGENTS.

MEMOS. FOR TO-MORROW.
Auction.

2.30 p.m.—Auction of Household Furniture, &c., within his residence in Austin Road, Kowloon.

Miscellaneous.
Goods per Nanyang undelivered after 4 p.m. on this date will be landed.

Goods per Tjalling undelivered after this date will be landed.

General Memoranda.

SATURDAY, January 14.—Auction of Household Furniture, &c., at Mr V. I. Remedios' Sales Rooms.

9 p.m.—Orchestral Concert in City Hall—Register of Shares of The Hongkong Land Reclamation Co., Ltd., close from this date to the 18th Inst. inclusive.

Transfer Books of China Provident Loan & Mortgage Co., Ltd., close from this date to 18th January inclusive.

Goods per Andromeda not cleared on this date subject to rent.

SUNDAY, January 15.—Goods per Benbow undelivered after this date subject to rent.

MONDAY, January 16.—3 p.m.—Auction of Crown Land at the Public Works Department's Offices.

Goods per One undelivered after this date subject to rent.

TUESDAY, January 17.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, January 18.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

THURSDAY, January 19.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

FRIDAY, January 20.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SATURDAY, January 21.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SUNDAY, January 22.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

MONDAY, January 23.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

TUESDAY, January 24.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, January 25.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

THURSDAY, January 26.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

FRIDAY, January 27.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SATURDAY, January 28.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SUNDAY, January 29.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

MONDAY, January 30.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

TUESDAY, January 31.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, February 1.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

THURSDAY, February 2.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

FRIDAY, February 3.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SATURDAY, February 4.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SUNDAY, February 5.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

MONDAY, February 6.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

TUESDAY, February 7.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, February 8.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

THURSDAY, February 9.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

FRIDAY, February 10.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SATURDAY, February 11.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SUNDAY, February 12.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

MONDAY, February 13.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

TUESDAY, February 14.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, February 15.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

THURSDAY, February 16.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

FRIDAY, February 17.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SATURDAY, February 18.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SUNDAY, February 19.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

MONDAY, February 20.—Goods per Palma not cleared at 4 p.m. on this date subject to rent.

NOTICE TO CORRESPONDENTS.
All business communications for this office should be addressed to THE MANAGER.
Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.
We cannot undertake to return rejected communications.
Any communication not accompanied by the signature of the writer will be rejected without consideration.
All communications must be legibly written upon one side of the paper.
Telephone, No. 22.

The China Mail.
HONGKONG, THURSDAY, JANUARY 12, 1905.

FEDERATION.

LECTURING before the members of the Odd Volumes Society at the City Hall, last evening, Mr E. D. Haskell dealt with a subject, 'The Political Federation of the Empire,' which, if idealistic upon paper, but which, if the experience of Australia, in particular, can be taken as any guide as to what a broader scheme will be like, is likely to be filled with pitfalls immediately progress is made towards its consummation—and afterwards. With Mr Haskell's ideas we agree, though when he refers to Australia as a sample of what might be done in connection with a wider federation, such as that embracing the whole Empire would be, we must pause. Mr Haskell said:—'It has often been asserted that a political federation of the Empire would be impracticable, that any attempt to federate the Empire, on the basis of American, Australian, or Canadian federation, would never succeed, that such a federation would be doomed to failure. To that we can only say that just as it may be deemed impossible to-day, so was the federation of Australia of Canada deemed impossible in its time, yet to-day we see those great communities each united under one central Government.' That opens the way to a discussion on how far the federation of Australia has succeeded. So far as Canada is concerned we believe that the union has been beneficial, but with regard to Australia we know it has been the other way about. The attempt made to unify the different States, to place their different political policies upon one base, has caused more heart-burning and bickering, and commercial loss to some States than was ever known before the Federal Bill was passed four years ago. New South Wales, the mother State, and the keen freetrader of the group, has suffered more than all. Her union with the protectionist Colonies brought her a crop of ills which she never dreamt of or else there would have been no Commonwealth of Australia to-day. Without New South Wales no union could have been accomplished, but though she was sceptical at the outset of the fortune it would bring her she agreed to the marriage, as it were—and has lived to find out that the 'advantages' which she was to gain—one of which was even guaranteed by special inclusion in the Constitution Act—have gone up in smoke. She was to have the Federal Capital. Four years have passed and she is as far as ever from getting it. Dalgety has certainly been chosen as the site, but the audacious condition attaching to it, that New South Wales must hand over nine hundred square miles of territory to the Federal Government, will prohibit New South Wales from accepting it. By statute it was arranged that one hundred square miles should be ceded, and the Commonwealth Parliament professes to carry out its bargain by demanding nine times as much. But apart from the capital, a more efficient system of defence was promised, yet it is certain that nothing much has been done to render Australia any more secure from invasion than it was before. By allowing the Labour Party to become concentrated and have a power in every State they have been able to foist the absurd 'White Australia' legislation upon Queensland, the Northern Territory, and Western Australia—where black labour cannot be done without—to the ruin of trade in the tropical parts of those places. The unification of the postal system has produced a state of things which almost means the cutting off of regular postal communication

with Great Britain and Europe. Previously individual States managed these affairs for themselves and none of the irritating disabilities which they are all now compelled to put up with were heard of. Shipping has been hampered all round the coast, whereas before restrictions were only felt in those States where protection prevailed. It was promised that there would be a rise in the tone of politics; there has instead been an obvious deterioration. Taxation, has risen and credit has fallen, the free ports of New South Wales are now blocked by heavy tariff barriers, and there is a prohibition against any skilled artisan from Great Britain or anywhere else entering the Commonwealth under written or implied contract. Prior to Federation any man desiring to open a factory, or expand existing works, could freely import any of the labour he required. Now he cannot. There are dozens of other types of harassing hindrances to prosperity produced by Federation, and the worst of all is the enormous pull given to the Labour Party, and the power put into its hands to introduce its socialistic legislation: power which is out of all proportion to the number of people which the party directly represents. Borrowing has been increased, and extravagance has extended *pro rata*, adding considerably to the burden previously borne by the people. Perhaps all this will be altered in time, but as it exists after four years the prospects are not encouraging, and we point this phase of the question out merely to show how difficult it will be for the Empire to federate, when such a comparatively small place as Australia cannot do so profitably. Australia is divided in itself, and the outlook would not be too bright if the Commonwealth had any representation in an Empire Parliament, especially if the question of sending coolies to some other quarter came up for discussion. Unasked they protested against coolies being sent to South Africa; it is not pleasant to conjecture what would happen if they—had any standing in a Parliament where the whole of the Empire's business came forward for consideration. Though a federation of the Empire is desirable in every sense of the term we do not think it will come about for very many years, if at all. The thin edge of the wedge which Mr Chamberlain is trying to insert is meeting with all manner of obstruction, and that wedge will have to be driven home before any broader system of consolidation is attempted.

THE DESCENT OF THE DOLLAR.

Bar Silver and Exchange Table.

We extract the following valuable table from the excellent Review of Exchange, Bar Silver and Bank Rate of Discount for 1904, issued by Mr Th. Christiani. The table shows the highest and lowest prices of bar silver in London, rates of exchange in Hongkong and Bank of England rates of Discount, for the years 1877 to 1904:—

Year	Bar Silver in London		Exchange in Hongkong		Bank Rate of Discount in London	
	Highest	Lowest	Highest	Lowest	Highest	Lowest
1877	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1878	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1879	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1880	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1881	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1882	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1883	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1884	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1885	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1886	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1887	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1888	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1889	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1890	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1891	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1892	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1893	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1894	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1895	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1896	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1897	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1898	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1899	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1900	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1901	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1902	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1903	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2
1904	58 1/2	53 1/2	4/3 1/2	3/9 1/2	5	2

A TIMELY SUGGESTION.—This is the season of the year when the prudent and careful housewife replenishes her supply of Chamberlain's Cough Remedy. It is certain to be needed before the winter is over, and results are much more prompt and satisfactory when it is kept at hand and before it has become settled in the system. In almost every instance a severe cold may be warded off by taking this remedy freely as soon as the first indication of the cold appears. There is no danger in giving it to children for it soothes the inflamed membrane. It is pleasant to take, both adults and children like it. Buy it and you will get the best. It always cures. Sold by All Dealers in Medicines & Co., Ltd., General Agents.

CHAMBERLAIN'S COUGH REMEDY.

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LOCAL AND COAST NEWS.
Mr T. Sercombe Smith.
The effects of the injury received by Mr T. Sercombe Smith is still keeping him confined to bed, and the Post Office did not get again to-day. The 'Hougangswan' case has been fixed for Monday next.

Old Alleghany Dinner.
The advertisement which appears in our business columns to-night, is to remind Old Alleghany Boys of the annual dinner which takes place at the Hongkong Hotel, on Wednesday, the 18th inst., at 7.45 p.m.

Proposed Military Academy for Manchuria.
The Empress Dowager, according to a Northern native paper, has sanctioned the 60,000 for preliminaries in the establishment of a modern style Military Academy in Peking for the special reception of young Manchus of the Imperial House and the Eight Banners, where it will also be compulsory for sons of Manchu princes and nobles to study. It is stated that the curriculum adopted will be that of the Nobles' School of Tokyo, Japan.

Band at King Edward Hotel.
By kind permission of Major Radcliffe and Officers, the Band of the 93rd Borneo Infantry will play the following programme of music at the above Hotel, during dinner, on Friday, the 18th Jan.—March—'The Soldiers of the Guard'—Levey

Marceson. 'Salut d'Amour'—Eleg Selection. 'Flora'—Eleg Selection. 'For all Eternity'—Mascheroni. 'Dolores'—Walsh. 'Runaway Girl'—Polka. 'The Chase'—Fahrbach.

Pigeon Club.
A meeting of gentlemen interested in pigeons was held at the Kowloon Hotel last evening. Mr J. D. Logan was voted to the chair, there being present Messrs G. W. Kynock, A. Nicholson, J. Hand, R. David, J. W. Osborne, In Yuk Kwan, Higby, Coggin, Hirst, Roberts, T. Neres, Parr, A. E. Blanco and J. Sibbit. It was decided to hold a Pigeon Show on February 6 and 7, and Mr A. Nicholson was appointed Judge. The following officers were elected: President, Mr J. D. Logan; Hon. Secretary and Treasurer, Mr R. David; Committee, Messrs J. Hand, J. Sibbit and G. W. Kynock.

Chinese Squadrons to be Combined.
A Nanking dispatch reports the arrival in that city of Admiral Yeh, formerly Commander-in-Chief of the Peiyang squadron and now substantive Commander-in-Chief of Kwangtung province. It is reported that Admiral Yeh's presence in Nanking is in connection with a scheme of Vice-roy Yuan Shih-kai and Chou Fu, who are High Commissioners, respectively, of the Peiyang and Nanyang Administrations, to combine the two Squadrons under one command, the first incumbent of this post to be Admiral Yeh himself. We also understand that Vice-roy Yuan Shih-kai and Chou Fu intend soon to memorialise the Throne on the subject.—N.-C. D. News.

Football.
The Hongkong Football Club defeated the Army Ordnance Corps in an Association match at Happy Valley yesterday. The game opened with the Ordnance men pressing, but, after a

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

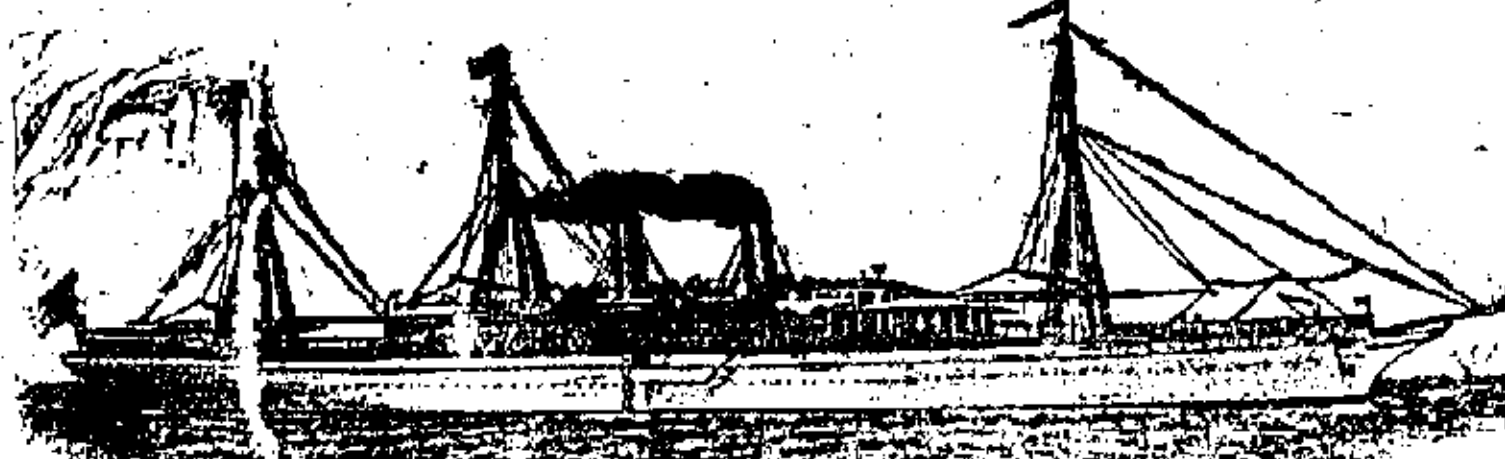
Will dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

named:—	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	<i>Mulla</i>	Neon, 14th January.	See Special Advertisement.
SHANGHAI, &c.	<i>R. A. Peters</i>	About 15th January.	Freight and Passage.
MARSEILLES, LONDON & ANTWERP DIRECT, VIA S'PORE, PANG, O'BO, PORT SAID AND MARSEILLES.	<i>F. R. Sommers</i>	About 18th January.	Freight and Passage.

For further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 11, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, E.C. Saving 5 to 7 Days across the Pacific.

Proposed Sailings from Hongkong.	(Subject to Alteration.)	DATE.
R.M.S. TARTAR	4455 Tons.	Wednesday, Jan. 25.
R.M.S. EMPRESS OF INDIA	6000 Tons.	Wednesday, Feb. 8.
R.M.S. EMPRESS OF JAPAN	6000 Tons.	Wednesday, Mar. 8.
R.M.S. ATHENIAN	3382 Tons.	Wednesday, Mar. 15.
R.M.S. EMPRESS OF CHINA	6000 Tons.	Wednesday, Mar. 29.

Hongkong to London, 1st Class, via St. Lawrence £50. via New York £32. Intermediate on Steamers, £40. " " " £42.

and 1st Class Rail, " £40. " " " £42. The magnificent "EMPEROR" STEAMSHIPS passing through the famous Isthmus of Panama, usually make the voyage YOKOHAMA TO VAN COUVER in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Pender Street.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	CAPTAIN.	To SAIL AT DAYLIGHT ON.
NUMANTIA	4370	DIEMER	Jan. 23, 1905.
ARABIA	4483	BAILE	Feb. 13, 1905.
ARAGONIA	5198	SCHULT	Mar. 5, 1905.
NICOMEDIA	4370	WAGNER	Mar. 31, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 10, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY.	<i>FRITHJOF</i>	SUNDAY, 15th Jan., at Daylight.
FOOCHOW, Via SWATOW AND AMOY.	<i>TRIUMPH</i>	WEDNESDAY, Jan. 18, at Daylight.
TAMSUI, Via SWATOW AND AMOY.	<i>M. STRUYE</i>	SUNDAY, 22nd Jan., at Daylight.

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, January 9, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed Sailings from Hongkong for

VICTORIA B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
TREMONT	9606	T. W. Garlick	About Jan. 19.
LYRA	4417	G. V. Williams	About Feb. 9
FLADEST	3753	F. G. Purinton	About Mar. 4.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

Dodwell & Co., Limited,

QUEEN'S BUILDINGS, Hongkong, January 8, 1905.

GENERAL AGENTS.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	<i>TYDEUS</i>	24th January.
GLASGOW AND LIVERPOOL	<i>PAKING</i>	25th January.
GLASGOW AND LIVERPOOL	<i>INDOMENEUS</i>	28th January.
GLASGOW AND LIVERPOOL	<i>PILOMETHEUS</i>	31st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	<i>HYEON</i>	17th January.
* GENOA, MARSEILLES & LIVERPOOL	<i>HECTOR</i>	20th January.
AMSTERDAM, LONDON & ANTWERP	<i>PRIAN</i>	31st January.
AMSTERDAM, LONDON & ANTWERP	<i>CLAUDUS</i>	14th February.
* GENOA, MARSEILLES & LIVERPOOL	<i>LAJAX</i>	20th February.
AMSTERDAM, LONDON & ANTWERP	<i>INDOMENEUS</i>	28th February.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA TYDEUS, NAGASAKI, KOBE & YOKOHAMA	<i>TYDEUS</i>	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, January 7, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	<i>KWINTANG</i>	13th January.
SHANGHAI	<i>SECHUAN</i>	13th January.
NINGPO AND SHANGHAI	<i>TAIYUAN</i>	14th January.
SHANGHAI	<i>HUKAN</i>	16th January.
SHANGHAI	<i>FOOCHOW</i>	16th January.
SHANGHAI	<i>THUN</i>	17th January.
MANILA	<i>TANAN</i>	18th January.
YOKOHAMA AND KOBE	<i>SURGIANG</i>	20th January.
CERU AND LOILO	<i>TAIYUAN</i>	23rd January.

MANILA, PORT DARWIN, THURS. DAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. ‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, January 12, 1905.



CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila	Jan. 14, at 10 a.m.
ZAFIRO	2540	R. Rodger	"	Jan. 21, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, January 7, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. DAWSON
S.S. COURTFIELD	...	J. W. MARTIN
S.S. CRANLEY	...	W. E. STEELE
S.S. KEBAL	...	M. ROBERTSON
S.S. ASCOT	...	C. E. COX
S.S. LOTHIAN	...	R. S. PEARSE
S.S. INKUM	...	J. ROWLEY
S.S. SIBEH	...	GET SHEPHERD
S.S. SOFALA	...	R. P. CHAYEN
S.S. INDRASHAMA	...	J. CULLINGTON
S.S. INDRAVELLI	...	GEO. BROWN
S.S. SEALDA

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, December 29, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TOIPANAS	JAPAN.	Second half January.	JAVA PORTS.	Second half January.
TOIJATJAP	JAVA PORTS.	First half January.	JAPAN, VIA SHANGHAI.	First half January.
TOJMAHI	JAVA PORTS.	Second half January.	JAPAN, VIA SHANGHAI.	First half February.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

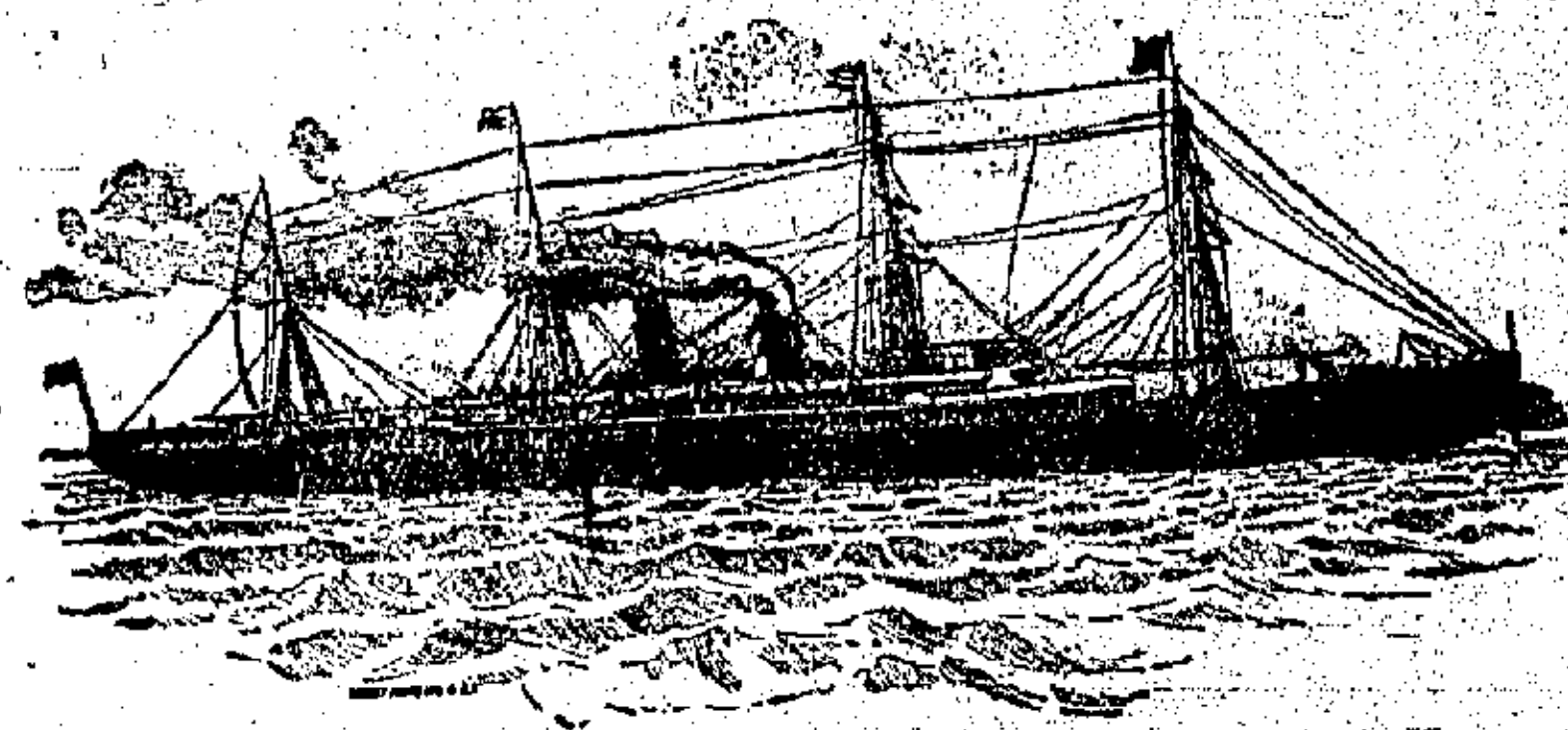
For particulars of Freight and Passage, apply to the

HEAD AGENCY, Java-China-Japan Lijn, ALEXANDRA BUILDINGS.

TELEPHONE No. 375, Hongkong, December 27, 1904.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES. VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC	4,582 Gross Tons.	FRIDAY, 13th January, at Noon.
SIBERIA	11,384	TUESDAY, 24th January, at Noon.
MONGOLIA	13,839	FRIDAY, 3rd February, at Noon.
CHINA	6,630	FRIDAY, 17th February, at Noon.
MANCHURIA	13,839	TUESDAY, 28th February, at Noon.
DAIGO	4,784	SATURDAY, 11th March, at Noon.
KOREA	11,276	FRIDAY, 24th March, 1905, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-25th, 1902; 10 days, 16 hours.

THE P. M. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 13th January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any port en route. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, January 6, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW.

THE Company's Steamship *HAICHING* will be despatched for the above Port on FRIDAY, the 13th Inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, January 11, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship *LOONGSANG* will be despatched for the above Port on FRIDAY, the 13th Inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, January 9, 1905.

SHIRE LINE STEAMSHIP CO. FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship *DENDIGUS* will be despatched for the above ports on or about SATURDAY, 14th January.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, January 5, 1905.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COAST OF AFRICA, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *MALTA*, Captain R. A. PATER, carrying the Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 14th January, at Noon, taking Passengers and Cargo to the above Port in connection with the Company's s.s. *Himalaya*, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo to the mail steamer proceeding direct to Marseilles and London (other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Fgypt*, due in London on the 25th February, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, January 8, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK, VIA SUEZ CANAL.

With Liberty to call at the Malabar Coast.

PROPOSED SAILINGS.

S.S. *RAS TESSA* ... About 30th Jan., 1905.

For Freight and further information, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, January 7, 1905.

Shipping.

THE AMERICAN AND ORIENTAL LINE. FOR NEW YORK.

THE Steamship *CROYDON* will be despatched for the above port on or about SATURDAY, the 14th instant. For Freight, apply to ARNHOLD, KARBBERG & Co., Agents.

Hongkong, January 5, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. With Liberty to call at Malabar Coast.

Proposed Sailings from Hongkong

STEAMERS	To SAIL	1905.
GHAAZE	About Jan. 25.	
SATSUMA	About Feb. 5.	

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, January 12, 1905.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE. FOR VICTORIA B.C. AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE Co's Steamship *YO MARU*, Captain S. J. G. PAXSON, will be despatched as above on FRIDAY, the 27th January, at 4 p.m.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, January 5, 1905.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Company's Steamship *Glenroy*, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th inst., will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, January 11, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *PALMA*.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignee will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c. ex s.s. *Persia*. Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. To pay.

Goods not cleared by the 17th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,

